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☐ 1. Document ID: JP 2004353740 A

Using default format because multiple data bases are involved.

L32: Entry 1 of 5

File: JPAB

Dec 16, 2004

PUB-NO: JP02004353740A

DOCUMENT-IDENTIFIER: JP 2004353740 A

TITLE: PARKING DEVICE FOR VEHICLE

PUBN-DATE: December 16, 2004

INVENTOR-INFORMATION:

NAME

COUNTRY

YAMAMOTO, YASUSHI

INT-CL (IPC): F16 H 61/22; B60 T 1/06

| Full | Title | Citation | Front | Review | Classification | Date | Reference | Abstracts | References | Claims | KMIC | Draw De |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|---------|
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|---------|

☐ 2. Document ID: JP 2002286130 A

L32: Entry 2 of 5

File: JPAB

Oct 3, 2002

PUB-NO: JP02002286130A

DOCUMENT-IDENTIFIER: JP 2002286130 A

TITLE: AUTOMATICALLY CLUTCH CONTROLLING VEHICLE

| Full | Title | Citation | Front | Review | Classification | Date | Reference | Abstracts | References | Claims | KMIC | Draw De |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|---------|
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☐ 3. Document ID: JP 01135924 A

L32: Entry 3 of 5

File: JPAB

May 29, 1989

PUB-NO: JP401135924A

DOCUMENT-IDENTIFIER: JP 01135924 A

TITLE: CLUTCH DEVICE FOR CONTINUOUSLY VARIABLE TRANSMISSION

| Full | Title | Citation | Front | Review | Classification | Date | Reference | Abstracts | References | Claims | KMIC | Draw De |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|---------|
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☐ 4. Document ID: US 4831894 A, BR 8901221 A, DE 68904215 E, EP 332961 A, EP 332961 B1

L32: Entry 4 of 5

File: DWPI

May 23, 1989

DERWENT-ACC-NO: 1989-177338

DERWENT-WEEK: 198924

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TITLE: Transmission input section - has input section connected in series between vehicle prime mover and main mechanical change gear transmission

| Full | Title | Citation | Front | Review | Classification | Date | Reference | Abstracts | References | Claims | KWIC | Draw D |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|--------|
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☐ 5. Document ID: DE 3229369 A, FR 2531383 A, GB 2125136 A, GB 2125136 B

L32: Entry 5 of 5

File: DWPI

Feb 9, 1984

DERWENT-ACC-NO: 1984-037868

DERWENT-WEEK: 198407

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TITLE: Friction clutch for vehicle engines - has sensor in gear box to operate servo motor to disengage clutch when gear lever is in neutral

| Full | Title | Citation | Front | Review | Classification | Date | Reference | Abstracts | References | Claims | KWIC | Draw D |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|------------|--------|------|--------|
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| Terms | Documents |
| L29 and (friction\$ or coeff\$) | 5 |

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L27: Entry 1 of 1

File: USPT

Aug 12, 1975

US-PAT-NO: 3898893

DOCUMENT-IDENTIFIER: US 3898893 A

TITLE: Speed change controlling device in an automatic transmission for an electric car

DATE-ISSUED: August 12, 1975

INVENTOR-INFORMATION:

| NAME | CITY | STATE | ZIP CODE | COUNTRY |
|--------------------|--------|-------|----------|---------|
| Hashimoto; Masanao | Toyota | | | JA |
| Ohnuma; Kiyoshi | Toyota | | | JA |

ASSIGNEE-INFORMATION:

| NAME | CITY | STATE | ZIP CODE | COUNTRY | TYPE | CODE |
|---|-------|-------|----------|---------|------|------|
| Director-General of the Agency of Industrial Science and Technology | Tokyo | | | JA | | 03 |

APPL-NO: 05/ 408559 [PALM]

DATE FILED: October 23, 1973

FOREIGN-APPL-PRIORITY-DATA:

| COUNTRY | APPL-NO | APPL-DATE |
|---------|-----------|------------------|
| JA | 47-105327 | October 23, 1972 |

INT-CL: [02] B60K 41/08

US-CL-ISSUED: 74/859; 74/339, 74/857, 74/866

US-CL-CURRENT: 477/15; 477/109, 477/110, 74/339

FIELD-OF-SEARCH: 74/857, 74/858, 74/859, 74/860, 74/866, 74/339

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

[Search Selected](#)[Search ALL](#)[Clear](#)

| PAT-NO | ISSUE-DATE | PATENTEE-NAME | US-CL |
|---|---------------|----------------|----------|
| <input type="checkbox"/> <u>2803975</u> | August 1957 | Akerman et al. | 74/857 X |
| <input type="checkbox"/> <u>3417640</u> | December 1968 | Schmidt et al. | 74/866 |
| <input type="checkbox"/> <u>3545307</u> | December 1970 | Bildat | 74/858 |

| | | | | |
|--------------------------|----------------|----------------|--------------------|----------|
| <input type="checkbox"/> | <u>3645366</u> | February 1972 | Numazawa et al. | 74/860 X |
| <input type="checkbox"/> | <u>3756358</u> | September 1973 | Espenschied et al. | 74/339 X |
| <input type="checkbox"/> | <u>3794133</u> | February 1974 | Sagiura et al. | 74/866 X |

ART-UNIT: 345

PRIMARY-EXAMINER: Scott; Samuel

ASSISTANT-EXAMINER: Reep; John O.

ATTY-AGENT-FIRM: Stevens, Davis, Miller & Mosher

ABSTRACT:

The automatic transmission for electric automobiles comprises an input sh extending from a vehicle driving motor and an output shaft connected to the input shaft via planetary gearing provided with a clutch assembly for effecting gear changes. The speed change controlling device adapted in the transmission comprises a hydraulic circuit having a change-over valve designed to switch the oil passage by connection or disconnection of power to a solenoid valve to supply pressurized, operating oil to the clutch, an electric control circuit including a transistor for changing the field current of the vehicle driving motor, a comparison circuit for comparing the field current with a reference voltage, and the rotational frequency of the motor with that of the output shaft which may or may not be multiplied by the gear ratio, an oil pressure detector device for detecting oil pressure in the clutch, a circuit for generating a pulse for changing the normal condition of the transistor, and a logic element connected between the pulse generating circuit and the solenoid valve, whereby smooth speed changing operation is effected.

3 Claims, 12 Drawing figures

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L8: Entry 1 of 1

File: USPT

May 24, 2005

DOCUMENT-IDENTIFIER: US 6898504 B2

TITLE: Vehicle driving force control apparatus

Detailed Description Text (69):

In step S450, the 4WD controller 8 finds the change in the release amount (i.e., decrease speed) of the brake stroke based on the signal from the brake stroke sensor 35, and calculates the backlash elimination-purpose target motor torque GaTm corresponding to the decrease speed using a preset map or mathematical function. Then, the 4WD controller 8 proceeds to step S470. In this embodiment, the backlash elimination-purpose target motor torque GaTm is set to a value proportional to the decreased speed amount when the decreased speed amount is greater than or equal to a prescribed value. However, it is also acceptable to keep the backlash elimination-purpose target motor torque GaTm fixed irregardless of the decreased speed amount.

Detailed Description Text (166):

Similarly, another possible scenario is that after the vehicle reaches the very low speed and it is estimated that the vehicle will stop, the driver will operate the brake and change the braking force acting on the vehicle before the electric motor 4 and the wheels 3L and 3R stop rotating. In such a case, it is highly probable that the electric motor 4 or wheels 3L and 3R will not be in a stopped state when the estimated stopping time has elapsed because the traveling conditions of the vehicle will have changed and the required wheel stopping time estimate value TWS will no longer accurate. Therefore, in such a case, output of the clutch connection command is stopped and the occurrence of shock caused by connection of the clutch 12 is prevented. Moreover, it is also acceptable to execute this processing only in cases where the brake pedal 34 is operated in the brake release direction such that the braking force becomes smaller. This is acceptable because if, conversely, the brake pedal 34 is depressed further and the braking force becomes larger, it can be estimated that the rotation will stop earlier than the stopping time estimate value, i.e., the rotation of the rear wheels 3L and 3R will already have stopped when the estimated stopping time finishes elapsing.

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L2: Entry 1 of 1

File: USPT

May 24, 2005

DOCUMENT-IDENTIFIER: US 6898504 B2

TITLE: Vehicle driving force control apparatus

Detailed Description Text (144):

When the torque transferred from the internal combustion engine 2 to the front wheels 1L and 1R is larger than the road surface reaction force limit torque, i.e., when acceleration slippage occurs in the front wheels 1L and 1R (which are the main drive wheels 1L and 1R), due to the road surface friction coefficient .mu. being small or the driver depressing the accelerator pedal 17 too deeply, the drive torque transferred to the front wheels 1L and 1R is controlled so as to approach the road surface reaction force limit torque of the front wheels 1L and 1R by having the generator 7 generate at a generator load torque Th corresponding to the magnitude of the acceleration slippage. As a result, acceleration slippage of the front wheels 1L and 1R (which are the main drive wheels) is suppressed.

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10/690666

Refine Search

Search Results -

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| L29 and (friction\$ or coeff\$) | 5 |

Database:

US Pre-Grant Publication Full-Text Database
 US Patents Full-Text Database
 US OCR Full-Text Database
 EPO Abstracts Database
 JPO Abstracts Database
 Derwent World Patents Index
 IBM Technical Disclosure Bulletins

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L32

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DATE: Tuesday, September 13, 2005 [Printable Copy](#) [Create Case](#)

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| <i>DB=EPAB,JPAB,DWPI,TDBD; THES=ASSIGNEE; PLUR=YES; OP=OR</i> | | | |
| <u>L32</u> | L29 and (friction\$ or coeff\$) | 5 | <u>L32</u> |
| <u>L31</u> | L29 and (((road or surface) with (coef\$ or friction)) and (chang\$ with speed with (connect\$ or disconnect\$))) | 0 | <u>L31</u> |
| <u>L30</u> | L29 and accelerat\$ | 0 | <u>L30</u> |
| <u>L29</u> | L28 and (shaft with transmission) | 23 | <u>L29</u> |
| <u>L28</u> | vehicle and (clutch same (chang\$ with speed\$ with connect\$ with disconnect\$)) | 78 | <u>L28</u> |
| <i>DB=PGPB,USPT,USOC; THES=ASSIGNEE; PLUR=YES; OP=OR</i> | | | |
| <u>L27</u> | L26 and (chang\$ with speed with connect\$ with disconnect\$) | 1 | <u>L27</u> |
| <u>L26</u> | l25 or l23 or l24 | 65 | <u>L26</u> |
| <u>L25</u> | (4106368 6442454 5450934 2003/0010559 4825993 5002170 4180138 2003/0089539 3898893 5819585 5626534 6434469 4576062 5564998 3942393 5993350 3956947 6606549 5885185 5928110 5036718 6464608 5766105 2003/0064858 5337868 5288281 6358186 | 26 | <u>L25</u> |

2002/0107101 | 2003/0151381 | 6321865 | 5176234)! [PN]

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L23 ('4503734' | '6602161' | '6351700' | '6898504') [URPN] 35 L23

L22 L21 or 6602161.pn. 4 L22

L21 L17 or 6898504.pn. or 4503734.pn. 3 L21

DB=USPT; THES=ASSIGNEE; PLUR=YES; OP=OR

L20 L17 and (stabl\$ or stabili\$) 0 L20

L19 L17 and (friction\$ or coeff\$) 0 L19

L18 L17 and ((connect\$ or disconnect\$) with speed\$) 1 L18

L17 6351700.pn. 1 L17

DB=PGPB,USPT; THES=ASSIGNEE; PLUR=YES; OP=OR

L16 L15 and accelerat\$ 2 L16

L15 L1 and (((road or surface) with (coef\$ or friction)) and (chang\$ with speed with (connect\$ or disconnect\$))) 3 L15

L14 L1 and (((road or surface) with (coef\$ or friction)) same (chang\$ with speed with (connect\$ or disconnect\$))) 0 L14

L13 L2 and (((road or surface) with (coef\$ or friction)) same (chang\$ with speed with (connect\$ or disconnect\$))) 0 L13

DB=USPT; THES=ASSIGNEE; PLUR=YES; OP=OR

L12 L10 and DNsr 1 L12

L11 L10 and (chang\$ with speed with (connect\$ or disconnect\$)) 1 L11

L10 6898504.pn. 1 L10

DB=PGPB,USPT; THES=ASSIGNEE; PLUR=YES; OP=OR

L9 L8 and (chang\$ with speed with (connect\$ or disconnect\$)) 1 L9

L8 L7 and ((road or surface) with coefficient) 7 L8

L7 L2 and ((road or surface) with friction) 32 L7

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L5 L4 and (chang\$ with speed) 45 L5

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L3 L2 and (shaft with transmission) 143 L3

L2 L1 and (clutch with control\$) 187 L2

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